GLOSSARY

Acceptable Alternate Access - For purposes of this guidance document, a roadway of at least comparable design, construction and utility as the roadway being closed, giving appropriate consideration to the additional traffic that would be diverted over it.

Active Crossing - All highway-rail grade crossings equipped with warning and/or traffic control devices that are activated by train detection.

CFR - Code of Federal Regulations

Clearance Time - The difference between vehicle crossing time and train arrival time.

Diagnostic Team - A group of knowledgeable representatives of the parties of interest in a highway-rail grade crossing or group of crossings.

Doubling Trains - When individual tracks in rail-yards are insufficient to hold an entire inbound or outbound train, it is necessary to "double" a train. For outbound trains, where the CFR requires an initial terminal brake test of the entire train, this requires assembling the entire train on one outbound track, usually the mainline, from several yard tracks. For inbound trains, when yarding the entire train on more than one yard track, this means leaving part of the train on the main line by either pulling through, then breaking the train, or initially pushing part of the train into a yard track, while holding the excess rail cars on a main track or lead, which are subsequently "yarded" on another track or tracks.

Passive Crossing - All highway-rail grade crossings having signs and pavement markings as traffic control devices that are not activated by trains, that identify and direct attention toward the location of a highway-rail grade crossing, and advise motorists, bicyclists, and pedestrians to take appropriate action.

Separation Time - The component of maximum preemption time during which the minimum track clearance distance is clear of vehicular traffic prior to the arrival of the train.

Train to Wayside Controller - Equipment sometimes employed by light rail transit systems to verify the identity of a light rail vehicle and perform numerous communication and signal functions. This is particularly effective on railroads with both heavy (freight) and LRT operation. As related to a passenger station near a highway-rail grade crossing, if the light rail vehicle is approaching the station to stop, such equipment reduces gate downtime by delaying activation of the gates at the crossing until the light rail vehicle is to depart the station rather than activating the gates as the light rail vehicle first approaches the station. (A through train would cause the gates to activate at the normal time).

Urban and Rural – “Urban and rural areas have fundamentally different characteristics with regard to density and types of land-use, density of street highway networks, nature of travel patterns, and the way in which these elements are related. Consequently, urban and rural functional systems are classified separately. Urban areas are considered those places within boundaries set by the responsible State and local officials having a population of 5,000 or more. Rural areas are those areas outside the boundaries of urban areas.” (Source AASHTO Green Book) In addition, urban areas are generally characterized by having higher density of access to adjacent land use, lower vehicle operating speeds and lower levels of service of traffic flow.

Warning Time - The amount of time provided between activation of a active traffic control device by a train and passage of the train to the crossing.